away and Pollachi, a chief trading centre in South India, 35 miles away. The bulk of the trade of the taluk was with three places in the Coimbatore District. The Northern Outlet road was the sole outlet to the British District on the northern side. The British postal mail was also carried along this road. Thus it bore a heavy traffic. It was opened before the advent of motor traffic and has not been materially improved since. Only the annual maintenance allotment was spent on the road and improvements made to the extent possible. This was hardly sufficient. The road had many dangerous curves and parapet walls were necessary in several places. A special liberal allotment should be provided for making the necessary improvements to this road.

The suspension bridge at Anakkalpatti was in a very dangerous and dilapidated condition. During the monsoon times, it served no purpose. A four feet bridge should be newly constructed at this place This was an absolute necessity for the agriculturists who had to take their cattle from one side of the river there to the other.

A cart road connecting Devicolam with Peermade was a desideratum. The two taluks were administered by the same officer. Parts of a road connecting the two places had already been constructed by certain European planters. What the Government had to do was only to extend the Periakanal road up to Kallar and make it fit for cart traffic. The extension would be of much benefit to owners of cardamom lands in the Bison Valley.

The Government had sanctioned a sum of Rs. 3 lakhs for the construction of the Neriamangalam bridge. The Neriamangalam-Pallivasal road was not of much use to the people without this bridge. During the monsoons, even a ferry boat could not be safely taken across the Neriamangalam river. The bridge should therefore be completed as speedily as possible.

DEWAN'S REPLY : Mr. Marikar, now that the Neriamangalam-Pallivasal road has been completed, the Chief Engineer will be asked to investigate the question of opening the Northern Outlet road.

An estimate has been prepared for the reconstruction of the bridge at Anakkalpatti, and it is under consideration.

Of the Peermade-Devicolam road a length of about nine miles has been completed up to Periakanal. The remainder of the road is under investigation ; and the question is under correspondence with the estate-owners.

In regard to the need for a cart road from Periakanal, the work has to be investigated ; and it will have to wait, because we have to spend money on the other roads.

The construction of the Neriamangalam bridge will very soon be taken in hand.

47. Means of communication in the Kottayam taluk.

MR. ABRAHAM JOHN (*Trading Classes, Kottayam*) urged the need for opening a canal from the Kottayam Market landing to Nagampadam. This had been pressed at several previous sessions including the

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27th session of the Assembly but the Government decided that the work was not urgent. This decision was hard. The canal was an urgent need for the merchants of Kottayam.

The Kottayam-Kumarakam road should be widened, made fit for cart traffic and connected with the Vaikom-Vechur road.

A branch road should be opened from Marutanal on the Kottayam-Kumarakam road to Chengalam *kunnu*. A local inspection would convince the Chief Engineer of the need for this road. This was an absolute necessity for the people of Marutanal, Olassa, Chengalam, Parippu and the adjoining places. As a preliminary to the commencement of this work a bridge should be constructed at Marutanal. The people, especially the school-going children, were experiencing great hardship owing to the absence of a bridge there.

Apart from improving the means of communication in the Kottayam taluk, the public works mentioned above would also provide labour for the poor people who were without work on account of the economic depression.

DEWAN'S REPLY: Last year, Mr. John, you were told that the opening of the canal from the Market landing to Nagampadam would be a very heavy and costly work and that the advantages obtainable would not be commensurate with the outlay. You must be content with the same reply now also.

As for the cart road you want, it is not very important. It must be opened by the ryots themselves according to the Ryots' Roads Rules and it will be treated as a ryots' road.

48. The Northern Outlet road.

MR. G. R. STRACHAN (*Kanan Devan Planters' Association*) said that the need for widening the Northern Outlet road had been urged at the several sessions of the Assembly. With the growth of motor traffic, the road was becoming a source of imminent danger to the motorists and of damage to the vehicles. The road was too narrow, especially the portion between the Marayur village and the frontier, that two buses could hardly cross each other and the number of buses and lorries plying on this road was not a few. The inconvenience caused by the narrowness of the road was aggravated by the heaping of road metal on every conceivable place. From a commercial point of view also, the road was most important. In conjunction with the new Neriamangalam-Pallivasal road, it formed the only direct communication between Travancore and the adjoining British territory. Considerations of finance might perhaps deter the Government from taking up the whole work on this road all at once. But for the time being, it would be sufficient if low parapet walls were constructed at all dangerous points and if the width of the portion in which blasting was not necessary be increased to 16 feet from the existing width of 8 to 10 feet. The work on the remaining portions might be taken up gradually and completed in a period of years. Before concluding, the member said that the planters were grateful to the Government for opening the new western

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